

MARYLAND  
HISTORICAL

TRUST

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

Property/District Name: Glendale Road Bridge over Deep Creek Lake Survey Number: G-111-B-83

Project: Bridge Replacement Agency: Govt Co/FERC

Site visit by MHT Staff: ☒ no ☐ yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Justification for decision: (Use continuation sheet if necessary and attach map)

See Attached

Documentation on the property/district is presented in: Maryland Inventory Form G-111-B-083

Prepared by: Ann Burns

Elizabeth Harold

Reviewer, Office of Preservation Services

11/12/91

Date

program concurrence: ☒ yes ☐ no ☐ not applicable

Kenneth K. Kline

Reviewer, NR program

11/12/91

Date

gms

## MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

## I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)  
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)  
☒ Western Maryland (Allegany, Garrett and Washington)

## II. Chronological/Developmental Periods:

- |  |                    |
|--|--------------------|
| <input type="checkbox"/> Paleo-Indian  | 10000-7500 B.C.    |
| <input type="checkbox"/> Early Archaic   | 7500-6000 B.C.     |
| <input type="checkbox"/> Middle Archaic  | 6000-4000 B.C.     |
| <input type="checkbox"/> Late Archaic  | 4000-2000 B.C.     |
| <input type="checkbox"/> Early Woodland  | 2000-500 B.C.      |
| <input type="checkbox"/> Middle Woodland   | 500 B.C.- A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic   | A.D. 900-1600      |
| <input type="checkbox"/> Contact and Settlement  | A.D. 1570-1750     |
| <input type="checkbox"/> Rural Agrarian Intensification  | A.D. 1680-1815     |
| <input type="checkbox"/> Agricultural-Industrial Transition  | A.D. 1815-1870     |
| <input checked="" type="checkbox"/> Industrial/Urban Dominance   | A.D. 1870-1930     |
| <input type="checkbox"/> Modern Period   | A.D. 1930-Present  |
| <input type="checkbox"/> Unknown Period ( <input type="checkbox"/> prehistoric <input type="checkbox"/> historic ) |                    |

## III. Prehistoric Period Themes:

- ☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

## IV. Historic Period Themes:

- ☐ Agriculture  
☒ Architecture, Landscape Architecture, and Community Planning, *Engineering*  
☒ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☐ Transportation

## V. Resource Type:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): BridgeKnown Design Source: McClinton-Marshall Company

Constructed in 1924 for the Youghiogheny Hydro-Electric Corporation, the double camelback truss bridge at Glendale Road over Deep Creek Lake (Maryland Inventory #G-III-B-083) is eligible for the National Register of Historic Places under Criterion A for its association with the Youghiogheny Hydroelectric Power Company project at Deep Creek Lake and under Criterion C for engineering as a representative example of an increasing rare bridge type.

In 1925 the Youghiogheny Hydroelectric Power Company completed an 86 foot high dam at Deep Creek in central Garrett County, creating a lake 12 miles long and covering approximately 4,000 acres. While the hydroelectric project was being completed, three bridges were constructed to cross the new lake. As a result of the lake and the new transportation network, vacation communities and recreation facilities grew up on the shores of the lake. The power plant, the dam and the Glendale Road Bridge are the only remaining resources associated with this massive civil engineering effort which transformed the central part of the Garrett County physically, socially and economically.

According to our inventory, the Glendale Road Bridge is one of 13 remaining truss bridges in Garrett County and the only remaining camelback. It is among the few long span camelback bridges remaining in Maryland. The camelback is a Parker truss with a top chord of five slopes. This design allowed greater standardization and better stress distribution. Throughout the late 19th and early 20th century camelback bridges were constructed for railroad and highway bridges. However, the once common landscape element is increasingly rare. Our records include 10 camelback road bridges in Maryland. Over half of these are short, single span, pony truss bridges crossing small creeks or rivers. Only three of the inventoried bridges are of comparable or larger scale than the Glendale Road Bridge: Bridge #10029/Furnace Road Bridge (F-1-132); Bridge #10025 MD 26/Monocacy River Bridge (F-3-54); US 15/Potomac River Bridge (F-2-34). All of these bridges are located in Frederick County.

The Glendale Road Bridge was built by McClintic-Marshall Company. It consists of two spans, is 300 feet in length and has horizontal substruts, an unusual feature. The 1924 Deep Creek Lake Bridge (G-III-B-028), which carried MD 219 over Deep Creek Lake, was also a double camelback bridge 300 feet in length. It was demolished c. 1980. The only other bridge which crossed Deep Creek Lake and dated from the hydroelectric construction program is the State Park Road Bridge (G-III-B-079). This Pratt through truss bridge controlled access to Thayer State Game Refuge and is thought to have been replaced in the early 1980s. The setting of the Glendale Road Bridge is relatively unspoiled creating a memorable scene.

G-III-B-083

HAER NO. MD-88

Glendale Bridge  
Thayerville  
Private

ca.1924

The Glendale Bridge is a camelback through truss bridge with subtruts. It has a concrete substructure and a steel superstructure. The compass points of the axis are west to east. The bridge has one lane with a width of 18 feet 6 inches. All connections are riveted, and the bridge has a steel mesh deck.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Glendale Bridge

**2 LOCATION**

STREET &amp; NUMBER

Glendale Rd. across Deep Creek Lake between Thayerville and Narrows Hill

CITY, TOWN

Thayerville

CONGRESSIONAL DISTRICT

6th

☒ VICINITY OF

STATE

Maryland

COUNTY

Garrett County

**3 CLASSIFICATION****CATEGORY**

☐ DISTRICT  
☐ BUILDING(S)  
☒ STRUCTURE  
☐ SITE  
☐ OBJECT

**OWNERSHIP**

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

**STATUS**

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☐ YES: RESTRICTED  
☒ YES: UNRESTRICTED  
☐ NO

**PRESENT USE**

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☒ TRANSPORTATION  
☐ MILITARY ☐ OTHER

**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

☐ VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE  
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION****CONDITION**☐ EXCELLENT☐ GOOD☒ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☒ UNALTERED☐ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED DATE \_\_\_\_\_

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**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Glendale Bridge is on Glendale Road and runs across Deep Creek Lake to Narrows Hill approximately one mile E of Thayerville. The bridge marks the narrowest point of the lake.

The bridge is a camelback through truss bridge with substruts. It has a concrete substructure and a steel superstructure. The compass points of the axis are W to E. The bridge has two spans, each with an approximate length of 245 feet, making the overall length of the bridge approximately 490 feet. The bridge has one lane with a width of 18 feet 6 inches. All connections are riveted, and the bridge has a steel mesh deck.

On the SW inclined end post is a steel plate, identifying the designer/builder as the McClintic-Marshall Company of Pittsburgh. The plate gives the date 1924. The bridge is used for vehicular transport.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

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SPECIFIC DATES	1924	BUILDER/ARCHITECT	McClintic-Marshall Co.
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## STATEMENT OF SIGNIFICANCE

The camel back truss bridge is a common bridge type in America. Essentially a Pratt truss with a five-slope top chord, the camel back is particularly suited to highway and railroad traffic because of the standardization of members and good stress distribution.<sup>1</sup> An unusual feature of this bridge is the horizontal subtruss, possibly placed for greater stability. Although a common type in America, there are few metal truss bridges in Garrett County, making the Glendale Bridge of some regional importance.

The Glendale Bridge spans Deep Creek Lake, a lake created in the mid 1920's by the Youghiogheny Hydro-Electric Corporation as a source of electric power. The lake is also a popular recreation area. This bridge may have been located here to replace a crossing flooded by the creation of the lake. The bridge is currently receiving repairs to its truss expansion bearings and concrete piers.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

<sup>1</sup> Jackson, Donald and Comp, T. Allan, "Bridge Truss TypesL a guide to dating and identifying," History News, Vol. 32, No. 5, May 1977, Technical Leaflet 95.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

**VERBAL BOUNDARY DESCRIPTION**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Ann Burns, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1981

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

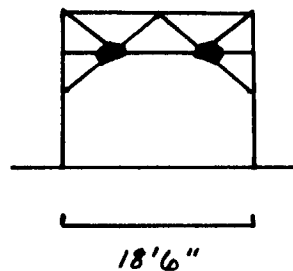
Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

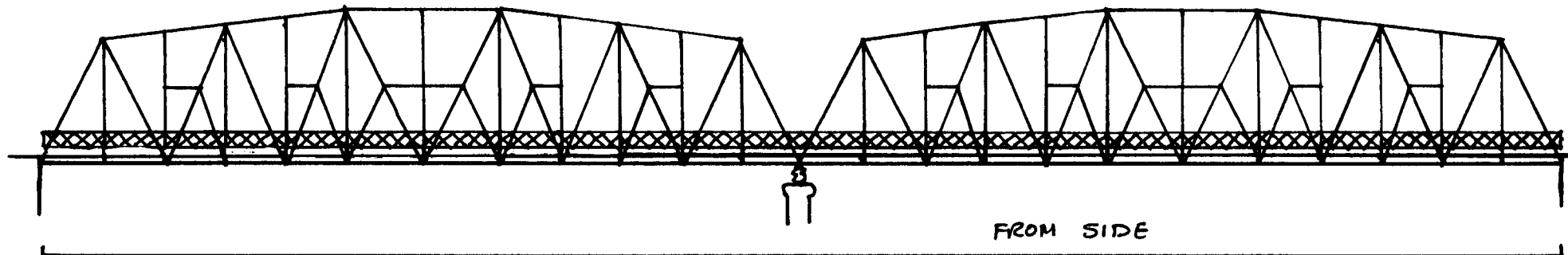
RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438





FROM END

HAER NO. MD-88

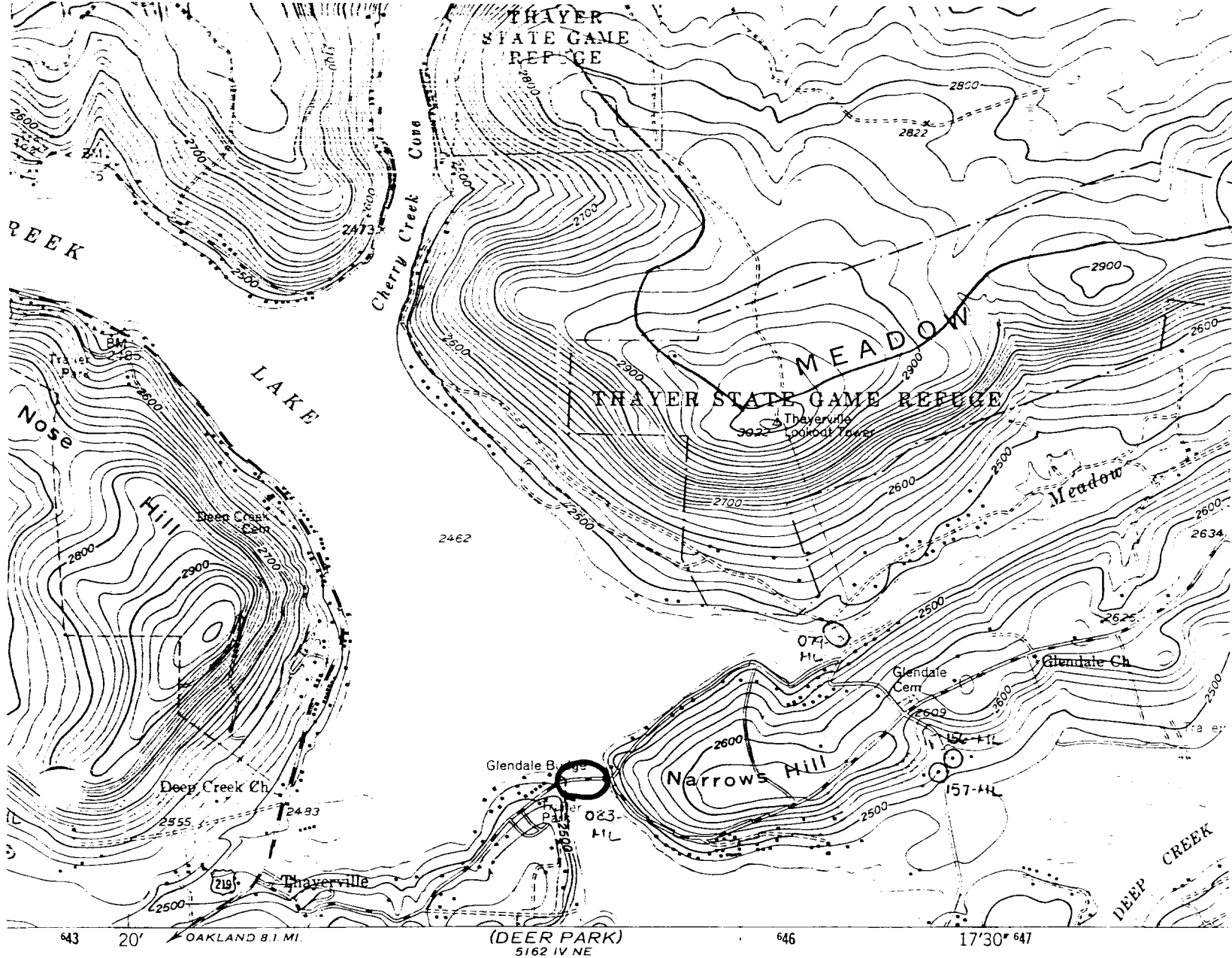


490' (approx.)

G-III-13-083

GLENDAL ROAD BRIDGE  
 GLENDAL ROAD, ACROSS  
 DEEP CREEK LAKE BETWEEN  
 THAYERVILLE & NARROWS HILL  
 GARRETT COUNTY, MARYLAND

ANN R. F. BURNS  
 SURVEY DATE 2-18-81  
 PLAN DRAWN 5-8-81  
 NOT TO SCALE



McHenry, MD  
 USGS 7.5 minute series  
 Scale - 1:24,000  
 1947; photorevised 1974

Site #: G-III-B-083  
 Glendale Bridge  
 Glendale Rd. across Deep Creek  
 Lake between Thayerville and  
 Narrows Hill



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

Fm. SW .



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

E span



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

Fm. W





BUILT BY

COLLIERIES-MARSHALL

CO. COMPANY.

PITTSBURGH, PA.

1924

G-III-B-083

Glendale Bridge

Garrett Co., MD

V. Cesna 2/18/81 Builder

plate, SE inclined end post